

The Alliance Herald

Twice a Week—Tuesday and Friday

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ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, FRIDAY, SEPTEMBER 24th, 1920.

No. 86

LITTLE INTEREST IN THE ELECTION

Total of 466 Votes Cast in Box Butte County—All Amendments Are Approved.

Box Butte county, like other counties of the state, took but little interest in Tuesday's special election, a light vote being cast in practically every precinct in the state. In this county, but 466 votes were cast, 123 by the new women voters and 343 by the men. The normal vote for the county was about 1,200 in the days when the men alone had the franchise, and it is estimated that with the women voting, there should be nearly double that number. According to this estimate, but 20 per cent of the voters took the trouble to go to the polls.

In the city of Alliance, the women apparently took a greater interest than they did in the outlying precincts. The Fourth ward women turned out in the largest number, twenty-four women receiving ballots. In that ward they run the men a close race, the total number of men voting being but twenty-five. In the First ward, 20 women and 28 men voted; in Second, 15 women and 68 men; and in the Third, 16 women and 50 men.

For the first time in history, according to County Clerk W. C. Mounts, the outlying precincts brought in their ballots on time. By noon of the day following the election every precinct had reported and turned in its totals. Usually it takes three or four days. The official count was made Thursday afternoon by County Clerk Mounts, County Treasurer and County Sheriff Miller. Following are the official figures for the entire county on the amendments:

AMENDMENTS	Men—For	Men—Against	Women—For	Women—Against
No. 1	93	23	242	84
No. 2	109	4	282	29
No. 3	116	3	293	25
No. 4	97	8	260	51
No. 5	98	17	249	73
No. 6	80	27	205	98
No. 7	99	12	254	43
No. 8	90	12	232	55
No. 9	102	10	260	44
No. 10	108	7	268	39
No. 11	103	6	264	45
No. 12	99	6	258	35
No. 13	96	14	261	41
No. 14	102	7	255	49
No. 15	93	10	260	38
No. 16	103	6	276	39
No. 17	102	7	287	27
No. 18	111	3	269	47
No. 19	105	8	287	22
No. 20	106	6	284	30
No. 21	110	7	285	28
No. 22	101	9	264	36
No. 23	99	12	256	38
No. 24	110	7	276	36
No. 25	105	9	259	40
No. 26	101	7	257	40
No. 27	111	3	293	27
No. 28	101	9	265	39
No. 29	99	7	245	45
No. 30	96	8	260	44
No. 31	94	13	250	42
No. 32	103	2	280	24
No. 33	96	6	265	26
No. 34	105	2	280	26
No. 35	103	3	275	21
No. 36	104	4	280	22
No. 37	109	5	284	26
No. 38	94	23	232	88
No. 39	102	6	261	46
No. 40	111	7	267	44
No. 41	100	4	243	35

Mighty few people followed the advice of public speakers to vote for the entire forty-one amendments. In this county the amendment that drew the most opposition was No. 6, which provides that the number of state senators, if desired by the public, may be increased to fifty, thus providing a way for a more representative senatorial body in the event the growth or needs of the state demand this increase. It is probable that this amendment was not fully understood by the voters, who had an idea that the intent was to increase the size of the senate immediately.

No. 38, providing that an industrial relations court may be established similar to the Kansas court, was also opposed, but the opposition in the county mustered only 111 votes, to 326 in favor of it. The union men failed to be sufficiently alarmed to make any particular campaign against it in this county.

THE WEATHER

Alliance, Neb., Sept. 24.—Unsettled weather with possibly thunder-showers tonight or Saturday; warmest portion tonight.

Although in some of the counties the opposition was somewhat formidable, No. 21, which had been selected by the American Union as a test of voting strength, mustered very few votes against it by either men or women. No. 1, which authorized a five-sixths jury verdict in civil cases, was swatted by some of the voters, but in no case was the opposition at all serious.

Reports from over the state indicate that every amendment was carried. No. 6 is the only one on which there is any doubt, and with half the counties of the state heard from, the amendment had a lead of several thousand votes, more than will be overcome, in all probability. The vote on No. 18, the women suffrage amendment, is interesting. Fifty votes were cast against this in the county, including three by women themselves. However, 380 voters registered themselves in favor of it.

The girls just jump into politics as though they had been secretly training all their lives.

ROTARY CLUB TO BACK BOY SCOUTS

An interesting meeting took place at the Alliance hotel Wednesday night during the regular meeting of the Rotary club, at which time a vivid explanation of the Boy Scout program was presented to the club by J. B. Miller, scoutmaster of Troop No. 1, after which the necessity of a local council was explained to them. The club was much impressed by the talk and decided to give them the proper backing.

The boys' committee of the Rotary club was appointed to act on this council and after the regular dinner this committee met with Scoutmaster Miller and Assistant Scoutmaster Hamilton and the matter was discussed. After some debating the committee decided to meet again Thursday night and have all of the members present, including the court of honor, and select the remaining three members required—ten in all.

The meeting was held Thursday and the following men were selected to act on the local council: Dr. C. E. Stagle, H. P. Coursey, A. V. Gavlin, Dr. J. P. Maxfield, Dr. Minor Morris, Charles Brittan, Superintendent G. L. Griggs of the Burlington, Moss Wright, Superintendent of Schools W. R. Pate, and Rev. J. J. Dixon, the latter three serving on the court of honor, which has charge of the passing of merit badges. The final organizing of this council will take place next Monday evening. The purpose of this council will be to finance and oversee all the activities of the troops that are and will be organized in the Alliance division.

To more fully acquaint the Rotary club with the teaching of the Boy Scout program, the boys of Troop No. 1 will give a demonstration October 6 at the Elks club. While the demonstration will be for the Rotary club all people who are interested in the Boy Scouts are invited to attend.

SPRAGUE & NISELY BID ON THE PAVING

The city council managed to turn out in sufficient number to make a legal quorum Tuesday evening, and bids were opened for paving the parking centers in four blocks along Box Butte. Sprague & Nisely submitted the only bid received, \$5.56, which will have to lay on the table ten days in order to comply with the usual requirements. This is some higher than previous bids, which ranged from \$4.48 to \$4.59. It will cost the residents of these districts about \$50 a lot more than as though they had not been led astray by the parking center enthusiasts.

George W. Nation was present at the meeting and spoke at some length on the septic tank. Mr. Nation wants the opportunity of rebuilding the tank, but the council is in favor of following the government plan of using a series settling pans when they make up their mind to rebuild.

Germany's total debt is \$53,000,000,000 after losing the war. We won and ours is \$25,000,000,000!

If any presidential candidate has no past to speak of, one will cheerfully be manufactured for him.

SPUD ASSOCIATION IS READY TO GO

To Open Headquarters in The Alliance National Bank Building Monday

C. O. Sawyer of Rushville, recently chosen manager of the Nebraska Potato Growers' association, which was organized in Alliance a few weeks ago, arrived in the city Thursday and has made arrangements to open headquarters, for the time being, at least, with the Cox-Roosevelt club in the Alliance National Bank building. He left for Rushville yesterday afternoon, but will return within a day or so and after that will be found at the headquarters.

The association has signed a contract with the North American Fruit Growers' association, which will market the product. A representative of that association will be in Alliance next Monday to handle the selling end of the game. As soon as the spud shipping season begins in earnest, two men will be on the ground. These men are now at Kearney, where the shipping season is practically over, and both will come here as soon as they have finished there.

Mr. Sawyer says that the Nebraska association is now ready for business, and that the potatoes will be handled through Kearney until the representatives of the North American association arrive.

Spud Bulletin Starts Monday

O. D. Miller, representing the federal bureau of markets, arrived in Alliance the first of the week and has established headquarters in the postoffice building. Next Monday he will begin issuing the potato bulletin and this will be continued through the shipping season, which lasts for at least two months.

This bulletin, which is issued daily, is mailed to all potato shippers and others who are interested free of charge upon application. It will show the destination of all carlot shipments of potatoes in three districts, the Scottsbluff-Morrill, the Gordon-Rushville and the Alliance-Hemingford. It will also include shipping point information from Colorado and Idaho, in addition to sales to jobbers and prices paid in Kansas City, Omaha and Chicago. This information will be received by wire each morning and will be included in the bulletin service.

Potato growers who are interested may receive this bulletin by applying to the headquarters in the postoffice building by mail or in person.

ALLIANCE GETTING A GOOD JOB OF PAVING

Not only is Alliance getting an unusually good job of paving, but it is seeing speedy performance. Brick have been laid at a tremendous rate for the past two weeks, and the only danger now is that the paving gang will not be able to get enough brick delivered to keep going at the same speed.

There has been some discussion of the amount of asphalt placed on top of the bricks, and several citizens have expressed the fear that the coating was not heavy enough. Opinions have been received from two sources on this subject. A representative of the brick manufacturers' association, who visited this city recently, said that he thought Alliance was getting an unusually good job of filler. Inasmuch as the brick manufacturers have no interest in the filler except as it shall give maximum protection to their brick, this can be taken as authoritative testimony.

Another engineer writes this opinion: "Our attitude has always been that the joints should be filled from the bottom up, but it is impossible to fill them to such extent that there will not be any depression over them. If you get 1-8 inch of asphalt over the top of the brick you are already getting more than is intended or required. A slight cupping on top will be smoothed out by the traffic and does no harm whatever. Also, the asphalt coating on top of the brick has no particular value except to smooth out the gritty roughness of the brick, and this film wears off with the traffic and usually within a year."

If women workers are to get a man's salary envelope, let the men get the woman's wage?

Cost of paper brings leather to the front as a substitute in the making of shoes.

CATTLE FEEDING IS UNPROFITABLE

U. S. Department of Agriculture Admits It's a Losing Proposition in Nebraska.

Cattle feeding in Nebraska during the past two years was a precarious venture, more likely to be unprofitable than not, the department of agriculture announced Monday in reporting the results of its first cost production investigation in the business of cattle feeding. Similar investigations are being made in Iowa, Missouri, Illinois and Indiana and reports soon will be made. The average cost of corn-fed cattle in Nebraska laid down at the market was \$14.91 per hundred weight for 2,293 head fed in the winter of 1918-1919, \$13.83 for cattle during the winter of 1919-1920. There was an average loss per head of \$3.17 for the 1918-1919 fed cattle and of \$1.69 for the group fed last winter.

The livestock men living near Scottsbluff some months ago perfected an organization which has made strenuous efforts to get better prices from the packers. The Scottsbluff Star-Herald has the following to say concerning the statement from the department of agriculture:

"The mills of the gods grind slowly says the old statement. It is oftentimes very doubtful whether any of the gods have anything to do with certain departments of the governmental powers that be, but at any rate the mills have ground sufficiently long and sufficiently fine to cause the United States department of agriculture to come out in the open and admit that the cattle feeding business has been a losing proposition to the feeders of Nebraska."

"In spite of the showing of the federal trade commission; in spite of the going out of the industry of thousands of former feeders who became tired of losing money; in spite of what everyone knew who had investigated the industry at all, Washington doggedly persisted, at least in appearance, of believing the high colored pamphlets and statements sent out by the Big Five that the feeders should be the happiest people on earth from the fact that there was such a large and beneficial system organized for the purchase of the feeders' cattle and the distribution of the meat and finished product to the people. The result was that the feeders were eventually the finished product, and some of them being so thoroughly finished that it will take years before they can recoup their losses."

"But at any rate, the dispatch from Washington will be read with surprise, by those who have been so accustomed to the old time statements that any report approaching the actual conditions in the stock feeding industry comes in the nature of a distinct novelty."

Ask Relief from Board.

Relief from what was described as possible "destruction of the livestock industry" through curtailment of banking loans, was sought from the federal reserve board Monday by a committee of livestock producers. They asked the board to encourage banks of the reserve system to aid them financially in raising and marketing their product, according to Associated Press advices. The committee, which came as representatives of a Chicago conference of producers, packers, and bankers, predicted dire consequences to the livestock industry throughout the west unless bankers and cattle loan companies discontinue "calling" loans. They said millions of dollars in loans were maturing this fall, and they believed a reassurance from the board that it approves of such credit extension by the banks would materially lessen the difficulties with which the livestock men have to deal.

Governor Harding said the board's policy has been to look upon the livestock and other food-producing industries as "vital to the nation." He explained the board could not direct or compel loans by any banks, but that it had planned with the reserve banks for aid for the agricultural interests to the extent of nearly one billion dollars this year.

Forced to Sell Young Stock.

Committee spokesmen told the board that, as a result of the credit situation, the "little cowman or sheepman" was being forced to dispose of young stock, which, if he could borrow more money, would have been kept on the farms and ranges. Frank J. Hagenbarth of Salt Lake declared this to be the indication of a "destruction of the industry." The sale of young livestock or breeding herds, he said,

was being forced in many sections because the owners were unable to finance the feeding of their herds. He also said that in the Pacific northwest there was an abundance of roughage, but little stock to feed it to because of tightened credit.

Senator Jones, New Mexico, blamed eastern bankers for not "helping" the livestock men of the west, instead of financing automobile manufacturers in exporting their product to Europe."

Governor Harding interrupted to assure the senator that the board could not say to member banks that they should or should not loan to the motor manufacturer. He declared again that it never had defined any industry as essential or non-essential, but had left such decisions to local bankers.

Governor Harding said he did not believe the producers who were borrowing were employing the credit that they might withhold the meat supply from the market. The board's information, he said, showed the loans to livestock men, in most all cases, were for actual production purposes. With this sort of use of credit, he said, the board was in entire accord. He added, however, that the board was without power to tender direct assistance, since all banks control the loans they make.

AUTO RACES FEATURE OF 'CARNIVAL WEEK'

Officials of the chamber of commerce have signed an agreement to sponsor the appearance here during the week commencing October 4 of the Westernman Brothers Great Toyland shows, now stationed at the Midland Empire fair at Billings, Mont. Members of the chamber of commerce, under the terms of their contract with these shows, will take an active part in the appearance here and should have a successful financial week, as the Toyland aggregation has a reputation for fostering a clean and high grade class of entertainments. The shows will arrive in Alliance, October 3, and will operate each afternoon and night at the fair grounds.

Frank M. Pettit, special agent of the carnival company, who is now in this city making final arrangements for the coming of the shows, stated this morning that everything carried by the Westernman Brothers Great Toyland shows was constructed for the entertainment and amusement of the whole family.

Mr. Pettit said further that the entertainment offered is entirely free from all gambling or from any suggestive shows. The chamber of commerce is given authority to suppress any performance that does not meet with their approval.

An added feature will be automobile races on Saturday, October 9. The card will consist of three races, one for stock cars of all makes, one for stock Ford cars and one free-for-all. A purse of \$75 for each race is offered, winner to receive \$50, and second place \$25. The course to be traveled will be five miles for each race. No entry fee will be charged. Applications for entry should be made to John W. Guthrie before noon, Friday, October 8.

BIG REDUCTION IN FORD AUTO PRICES

Coursey & Miller, Ford agents for Alliance and Hemingford, this week received telegraphic instructions from Henry Ford to reduce prices on Ford cars, trucks and tractors, effective immediately. The reductions will average 30 per cent or better, bringing the price of the ordinary touring car down to \$440, F. O. B. Detroit, Mich., \$135 less than the price a few days ago. The greatest reduction is made on the Ford sedan, which sells at \$795 under the new schedule—a reduction of \$180, although the prices on every item are substantially lower.

The reason for the reduction is, to quote Henry Ford: "The war is over and it is time war prices were over. There is no sense or wisdom in trying to maintain an artificial standard of values. For the best interests of all it is time a real practical effort was made to bring the business of the country down to regular pre-war standards."

The Ford company had orders ahead for over 146,000 cars, and the price reduction is in no sense a bid for additional business, although that will naturally follow. Wages at the plant will not be reduced, for the present, at least.

The effect of the step taken by Henry Ford is seen this morning in announcements from large business houses of cuts on practically all lines ranging from 15 to 30 per cent.

POTASH HIGHWAY ANNUAL MEETING

Good Roads Boosters Will Take Part in Session to Be Held in Alliance in October.

The annual meeting of the Potash Highway Association of Nebraska is to be held at Alliance on Thursday, October 14. An attendance of several hundred delegates is expected from the towns in central and western Nebraska which will benefit by the building of this highway, which is an automobile route being constructed from Grand Island to Alliance and from Alliance to the Black Hills, through the famous stock-raising, farming and potash districts of this part of the west, parallel to the main line of the Burlington railroad.

Prominent Nebraska good roads boosters and state officials will be present at the meeting and take part in the business sessions, which will be held in the Lowry & Henry roof garden. The entertainment features of the day will be cared for by the Alliance chamber of commerce.

The detailed program will be announced later. The officers of the association, who are arranging the program, are J. C. Moore, president, Broken Bow; John M. Turner, vice-president, Thedford; C. C. Campbell, treasurer, Mullen; Lloyd C. Thomas, secretary, Alliance.

Secretary J. W. Guthrie of the Alliance chamber of commerce has mailed the following letter to chambers of commerce in the towns along the route:

"A cordial invitation is hereby extended to the Commercial Club of your city to attend a meeting to be held in Alliance Thursday October 14, for the purpose of discussing ways and means of obtaining a real highway from the Lincoln Highway to the Black Hills. At the present time we have an excellent road half way from Alliance to Chadron and the balance of the distance will be completed this fall or early next spring. The road from Chadron north is fair when the weather is good but should be made a 365 day road. There is a good road from Denver via Sterling to Sidney, where it crosses the Lincoln Highway, and from Sidney to Broadwater or to Bridgeport, but from either of those points to Alliance it is bad."

"We in Alliance are ready and willing to do all in our power to fill in this gap and our county commissioners have agreed to go to our county line with a highway, but, we are having trouble arousing the Morrill county people to do their share of making a 365 day road from either of the points mentioned to our county line."

"At the time of holding the meeting there will also be representatives from all the towns and cities along the Potash Highway from Grand Island to Alliance present to urge the completion at an early date of that road."

"It is a fact that a road from Sidney through Alliance, Chadron, Hot Springs, Deadwood, Buffalo, Wyo., and the Big Horn Basin is the shortest route by at least 100 miles to the Yellowstone Park. The scenery is as beautiful and grand as by any other possible route and if we can complete a real highway it means a great deal to every town and city along the route."

"The Alliance chamber of commerce will give a banquet to the visitors in attendance and other entertainment to make your stay pleasant as well as profitable in other ways."

"We trust that your club will be well represented and promise a warm welcome to all. Kindly advise me as soon as possible how many 'Road Boosters' we may expect from your town, and oblige. Yours truly, J. W. GUTHRIE, Secretary."

H. D. Hewitt, field representative of the TIB automobile route book company, who talked to the chamber of commerce at their Monday meeting, presented some interesting figures on what tourist travel means to cities along the way. The secretary of the Sidney chamber of commerce, he said, had kept a record for the month of July. During that month, 788 tourist cars parked in Sidney; 240 parties remained over night in the city, in tents or at the hotels; and \$15,680 was spent by tourists during the month alone.

If the paper shortage hits Germany there will be a "financial" panic.

Mint beds keep on growing and spreading just as if they had a mission in life.

Prevailing stagnation in the fur industry will give the family cat a temporary feeling of safety.